

WAGE CUT BARRIER TO ENDING STRIKE

Continued from First Page.

of the Shipping Board, to reduce from 15 to 10 per cent the wages of the 15 per cent reduction. The Marine Engineers' Union said, after talking with the Secretary, that "pressure by Government officials would force Benson to listen to reason." Mr. Benson is understood to have said at a Cabinet meeting yesterday that the situation looked hopeful.

The engineers' spokesman said that the proposed wage of naval reservists on Shipping Board vessels would be highly satisfactory to them, as most of the engineers are in the reserve. Thomas H. Healey, chairman of the Atlantic and Gulf Council of the engineers' union, said:

"If the men who now decline to stem up at a reduced wage can go on under Naval Reserve compensation, which is higher than the pay offered by Admiral Benson and the ship owners to civilian employees, our unemployment problem for marine workers will be solved."

Admiral Harry McP. Huse, Commandant of the Third Naval District, New York, declined yesterday to assign naval reservists to man the ships tied up by strikers unless ordered to do so by the Navy Department.

It is regarded as certain in Washington that the unions and Admiral Benson are willing to go to further conferences. The mediation efforts now seemed to be aimed at the Steamship Owners Association, who on Monday rejected the suggestion of an arbitration commission made by Mr. Hoover.

Trouble Aboard Old North State.
In New York the centre of interest was the big steamship Old North State, owned by the Shipping Board and operated by the United States Mail Steamship Company. She lay at her pier, at the foot of West Thirty-fourth street, with steam up, her smoke blackening the river, a full load of passengers and freight aboard and 6,000 sacks of mail—one of the largest collection of mail bags ever gathered under the American flag. She was scheduled to sail for London and Boulogne at 4 P. M. daylight saving time.

But there was trouble aboard. On Saturday, the day before the strike was called, the line had signed a crew of 115 men, including 35 stewards, at the old wage scale for the round trip. A little before 1 o'clock the stewards and cooks abruptly quit work, grabbed their kits and went ashore. Chickens, lamb and beef were roasting in the ovens. There they were left, with the fire of the galley going full blast. Later Francis R. Mayer, chairman of the board of the United States Mail Steamship Company, who had gone to see his son, Juan Mayer, off on his honeymoon trip, took newspaper men to the galley. They saw roasts that were burned and blackened beyond all eating, potato peels, on the usually neat floor, and the place generally messy. Capt. Mayer set his own valet and butler to work preparing food for passengers who had gone aboard early and were waiting for lunch. He estimated the damage in the way of burned food (and possibly to the feelings of the passengers) at \$1,500. He said: "How do you expect capital to treat labor fairly when labor does things like this? Officers of the Old North State said the stewards and cooks, upon quitting acknowledged that they were satisfied with their wages and wanted to make the voyage but were ordered out by walking delegates and had to obey."

Picketing Is Active.

Half a block from the pier, on Thirty-fourth street, a group of forty pickets stopped every person who looked as if he might be looking for a job on the Old North State, or on the Potomac of the same line, which lay at the other side of the pier. Their question was, "Are you looking for work?" If the person accosted told them he was the pickets

replied, "Well, you'd better go back." The few sons of the sea who ventured through this line of outposts did so in taxicabs, which were said to be furnished by the ship owners. One youth "signed on" so fast that he forgot he hadn't told his mother he was off to Europe. "Give me the phone number and I'll phone her," said a ship's officer, and that was done.

At 4:30 P. M. the Old North State left the pier. She anchored in the North River off Castle Point, Hoboken, however. It looked as if the owners did not want to take any chance of losing the crew they already had, and therefore took the vessel to a spot where nobody could get away and where enough men to fill up the crew could be taken from the shore in tugs. Officers of the ship said the only men needed were cooks, and they expected to get these so the ship could start for Europe in the course of the evening.

Officers of seamen's unions regarded every man who signed on the Old North State after 4 P. M. last Sunday, the hour of the strike call, as a disloyal to the union. It is true that the 15 per cent wage was decreed by the owners has been waived so far as this round trip voyage is concerned, but the union officers hold that after the strike was ordered no man had a right to sign up in any way until an agreement had been reached and sanctioned by the heads of the unions.

Potomac Awaits Passengers.

The Potomac, companion ship of the Old North State, was scheduled to sail yesterday afternoon, but did not. The explanation of the owners is that she was held up so that 400 passengers who were on the way from the West and had been delayed on the railroads could get aboard. It was announced that the Potomac will probably sail to-day for Danzig. Her immobility yesterday was acclaimed by the unions as a victory for them.

The unions set up a claim yesterday morning that members of the crew of the Potomac were being imprisoned on the ship by detectives so that they could not join the strike. That charge was made by Gus Brown, spokesman of the seamen, and Oscar Carson, spokesman for the firemen, at the Continental Hotel, where the general war board of the strikers meet. Investigators who went to the pier found that the members of the crew were going on the pier without hindrance and talking with their union delegates. Later the fires were drawn and the engineering force left the ship in their civilian clothes.

In reply to the charge that members of the Potomac's crew were being held by force the United States Mail Steamship Company said: "The crew were placed under a twelve day quarantine by the United States Public Health authorities on its arrival at the port of New York on April 26, owing to the fact that one of the ports she had touched was Danzig, where there is no representative of the United States health service. Following this action, Dr. L. E. Cofer, Health Officer of the Port of New York, was asked to permit the vessel to tie up at Pier 74 (foot of West Thirty-fourth street), in order that necessary repairs be made and other urgent matters attended to. He agreed to do this provided the company had the ship guarded against escape of the crew. "While a number of guards were provided, fifty of our men have escaped so far, the guards having been overpowered. Of those who escaped twelve, apparently lonely or hungry, have returned, but thirty-eight are still at large. It should be borne in mind that had the company not obtained consent to tie up at Pier 74 the entire crew would have been placed in quarantine at Hoffman island."

Passengers Keep Quarantine.

A report reached Health Commissioner Copeland that passengers boarded the Potomac yesterday and, despite the fact that the quarantine period does not end until to-day, were permitted to go to their homes or to hotels when the sailing was postponed. Dr. Copeland sent Dr. Alanzo Blauvelt, Assistant Sanitary Inspector, to the ship. He told his chief later that about 100 steerage passengers were at the pier ready to go aboard but did not do so and were sent to hotels by the steamship company. Dr.

Blauvelt's report indicated that no passengers who did board the vessel were permitted to leave it. Among the eighty cabin passengers on the Old North State are three newspaper men who served in the A. M. F. and who are to revisit the old scenes. They are Grantland Rice, John Wheeler and Frank Knox, publisher of the Manchester (N. H.) Union. Their wives are with them, and Mr. Rice also has his daughter, Florence. Others on board are Lieut.-Col. William H. Brooks and Mrs. Brooks, Miss C. B. Hartshorn, Mr. and Mrs. Fellova Gordon, Mrs. Walter A. Wood and Harrison Wood.

The first American ship to sail with a crew signed up at the reduced wages offered by the steamship owners was the Sixsola of the United Fruit Line, bound for the West Indies and the Canal Zone. Workmen at Pier 9, North River, said the company had little trouble in getting the crew and had perfected plans whereby they expected to keep all their ships running during the strike. It was asserted that a good many of the union men on the Sixsola, including the engine room force, were veteran members of the crew who had decided to be loyal to the company rather than the union.

Another Standard Oil tanker, the Polarine, bound for Texas, had no trouble in leaving New York yesterday. The situation.

It was said at union headquarters that the Standard Oil Company had attached to the contracts a rider agreeing that whatever wages were finally achieved when the strike was over should date from May 1.

Some of the ships due to sail from New York to-day are: Potomac, United States Mail Steamship Company, for Danzig; Gdansk, Polish-American Navigation Company, for Danzig; Callao, Munson Line, for Brazil; El Valle, Southern Pacific Line, for Galveston; Comus, Southern Pacific Line, for New Orleans, and Comal, Mallory Line, for Galveston.

Conditions at other ports are: Portland, Me.—Freighter Severance and collier Jonancy tied up, the crew refusing to sign for another trip. Boston—Collins Brandon, Arlington and Coastwise and Standard Oil tanker Brilliant abandoned by their crews. On other ships many men refused to obey the strike call.

Philadelphia—Union heads say about 2,700 men have left ships and commerce is at a standstill. Operators say that as there was little commerce before the strike it has had little effect. Shipping men expect a reconciliation before serious trouble can occur.

Galveston—Tied up. New Orleans—Owners satisfied with the situation.

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AMUSEMENTS.

AMERICA'S FOREMOST

WINTER GARDEN
LAST WEEKS
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

CENTURY
LAST WEEK
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

IN THE NIGHT WATCH
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LAST WALTZ
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

FRAYE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

TAYLOR HOLMES
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LITTLE OLD NEW YORK
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

SELWYN THEATRES
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

CHARLES PURCELL
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE RIGHT GIRL
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LOVE BIRDS
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LYRIC THEATRE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

QUEEN OF SHEBA
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

SHAME
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

ELTINGE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LADIES NIGHT
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

3 LIVE GHOSTS
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

DEAR ME
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE 1st YEAR
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

NEW YORK'S LEADING THEATRES AND SUCCESSIONS

EMPIRE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

ETHEL & JOHN CLAIR
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

BARRYMORE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

BEASCO
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LIONEL ATWILL
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LYCEUM
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LYON CLAIR
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

GAITY
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

TIPTOP
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

POP MAT TODAY
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

KNICKERBOCKER
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE YEAR OF THE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

AMUSEMENTS.

THEATRE AND HITS, DIRECTION OF LEE AND J. J. SHUBERT.

CENTRAL THEATRE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

PRINCESS VIRTUE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

AMBASSADOR
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE HEROS GIRL
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

"DUMBELLS"
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

"BIFF, BING, BANG"
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

GRANT MITCHELL
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LONGACRE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE MERCHANT OF VENICE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

WALDMANN
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

BOOTH
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

ARLISS
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

FOR SHAME
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

PRINCESS
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE EMPEROR JONES
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

DIFFERENT
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

GARRICK
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

"LILION"
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

MAXINE ELLIOTT'S
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

POPULAR MATINEE TO-DAY
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

SPANISH LOVE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

MOROSCO
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE BAT
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

FULTON
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

LAST THREE WEEKS
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

ENTER MADAME
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

BELMONT
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

MISS LULA BALL
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

BIJOU
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

DRITICHSTEIN
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

CASINO THEATRE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

MOTHER ETERNAL
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

AMUSEMENTS.

THEATRE AND HITS, DIRECTION OF LEE AND J. J. SHUBERT.

SHUBERT THEATRE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

PHOEBE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

OF QUALITY STREET
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE MERCHANT OF VENICE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

WALDMANN
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

BOOTH
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

ARLISS
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

FOR SHAME
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

PRINCESS
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

THE EMPEROR JONES
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

DIFFERENT
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

GARRICK
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

"LILION"
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

MAXINE ELLIOTT'S
TUES, MAY 10
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WILLIE & FRIGGIE HOWARD OTHERS

POPULAR MATINEE TO-DAY
TUES, MAY 10
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SPANISH LOVE
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TUES, MAY 10
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TUES, MAY 10
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ENTER MADAME
TUES, MAY 10
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BELMONT
TUES, MAY 10
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MISS LULA BALL
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CASINO THEATRE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

MOTHER ETERNAL
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

ASTOR
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

4 HORSEMEN
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

OF THE APOCALYPSE
TUES, MAY 10
PRESIDENTIAL
WILLIE & FRIGGIE HOWARD OTHERS

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